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1. Civil air communications have been operating in China since 1 August 1950, when the government-owned China Civil Aviation Corporation (CCAC) was formed, absorbing the CNAC and CATC. The CCAC two main routes are Tientsin-Pukow-Canton and Tientsin-Yankow-Chungking. Feeder lines work into Chungking from Chengtu, Kunming, and Kweiyang. Fares are equivalent to about US \$1.09 per passenger mile.
2. From its predecessor firms, the CCAC took over 23 aircraft, many of which were not operable. Equipment in use in late November 1950 consists of four C-47's and four C-46's. Attempts have been made to obtain spare parts for repairing the planes through European countries.
3. The public is not allowed to use the airline freely but must conform to security and travel restrictions imposed by the army, which actually controls the management of CCAC.
4. A majority of the CNAC and CATC personnel who defected to the Communists are working for CCAC. The airline is able to operate smoothly because it has adequate shop facilities and a sufficient number of mechanics. Spare parts for the planes in use are being supplied by cannibalizing grounded planes.
5. The Communist management, although it includes a large number of defected personnel, does not trust the employees. All personnel were given indoctrination courses and continue to attend re-educational lectures regularly, but the political commissars of the line still suspect that many American-trained employees might re-defect if political conditions were encouraging.*

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* [] Comment. [] have reported considerable dissatisfaction among defected personnel because conditions under the new management were not what had been promised, and there have been several cases of personnel leaving the mainland for non-Communist localities.

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